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Transportation News

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Washington State Department of Transportation

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Huge state survey hikes GPS accuracy

By Grace Eubanks

At the height of Central Washington's late summer heat, a dozen Washington State Department of Transportation (WSDOT) survey experts were determinedly trudging around mid-state terrain accomplishing one of the largest single land surveys in Washington history.



The survey team's trademark equipment stands ready for work at a Central Washington monument site.

Now, as winter takes hold, the Geodetic Survey Section (WSDOT Geographic Services Division) is working indoors preparing the new survey data - which is based on the federal government's satellite-based Global Positioning System (GPS) -

for launch on a website.

"This will make available, to both government and private business, new opportunities for a significantly higher level of accuracy in mapping, transportation design, aerial photography, right-of-way delineation and emerging technology projects," said Kurt Iverson, the Department's Geodetic Engineer.

Imagine a foot-long ruler with no markings on it. The survey, in effect, added the ticks for the inch measurements.

Here's what the Geodetic Survey Section (GSS) team accomplished during last summer's strenuous two-week effort:

- Surveyed approximately 6,000 square miles between Grand Coulee on the north, the Hanford site on the south, the Lincoln County line on the east and Columbia River on the western edge. This included all of Grant County, a large portion of Douglas County and smaller portions of Lincoln, Franklin and Adams counties; and

Please turn to page 8

WSDOT reports stakeholders' ideas for keeping highway rest areas open

WSDOT has just submitted to the legislature a set of proposals for keeping open the safety rest areas along state highways.

When the department put together a business plan last winter for operating in the face of the sharp Initiative 695 budget losses and listed closure or restricted operation of the rest areas among its budget-shrink proposals - state citizens were clear in letting the legislature and WSDOT know they wanted the 42-rest area network untouched.

Hearing this, the 2000 Legislature asked WSDOT to convene a panel of rest area stakeholders to look at options, including privatization of the rest areas.

Early this month, the department's Highways & Local Programs Service Center (H&LP), which manages the safety rest areas, reported the stakeholder committee's recommendations to state Senate and House transportation leaders.

Heard and endorsed in mid-November by the Washington Transportation Commission, the committee's proposals were in two categories - one for



Photo by Grace Eubanks

Offering not only a genuine welcoming smile - but also no-cost coffee and cookies - Russ VanHorn of Rainier often hosts the free coffee program at the Maytown Safety Rest Area on I-5. VanHorn, who also happens to be a retired WSDOT employee, and his wife, Margaret (the cookie lady), said they appreciate the volunteer coffee program because donations from highway travelers provide important funding for their Order of the Eagles lodge.

the five totally state-controlled rest areas and the other for the 37 rest areas which have had federal funding support.

"The stakeholder group quickly came to understand the complexities of maintaining our state rest areas," noted Assistant Secretary Paula Hammond (H&LP), "and the many laws and

regulations that govern our ability to form partnerships or privatize our existing rest areas."

The recommendations for the rest areas - which cost \$7.7 million a biennium to operate - came out of the stakeholders' lively September-October meetings where

Please turn to page 5

Interstate 205 in Vancouver area now a Blue Star Highway honoring state's veterans

Interstate 205 in the Vancouver area has an additional - and honorable - name. It's a Blue Star Highway.

The Washington State Transportation Commission recently approved a request to designate the busy interstate as a Blue Star route. The action complements Oregon's

earlier designation of its section of I-205, on the south side of the Columbia River.

A local veteran contacted Don Wagner, WSDOT Southwest Region Administrator, to designate the highway. Wagner and Vancouver Mayor Royce Pollard appeared before the

Commission in support of the request.

As there are no turnouts or rest stops on I-205, a plaque commemorating the designation will be installed at the department's Gee Creek Rest Area on I-5 north of the I-5/I-205 interchange.

"Each day, the 56,000

motorists passing Gee Creek will have an opportunity to be reminded of the sacrifices made by their friends and neighbors to ensure the freedoms we all enjoy as Americans," noted Wagner.

The Blue Star Highway Program began in New Jersey after World War II to

memorialize and honor veterans. The designation is also commonly referred to as a "Veterans Memorial Highway."

The official name of I-205 remains unchanged to avoid confusion and possible disruption of commerce. •



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Ferries crew saves two lives
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Millions \$ saved by engineers
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Washington’s pilots prepare for role they would play in major crisis

By Grace Eubanks

“The time we really need such a plan, is during a major crisis, such as Mount St. Helens,” said Karl Moore, WSDOT’s Aviation Division SARDA Coordinator, “but as we all understand, you never know when the next crisis will strike.”

That’s why the department’s Aviation Division (AD) recently conducted a large-scale exercise known as “SARDA” (State and Regional Disaster Airlift).

Moore pointed out that the primary source of support from the Washington aviation community comes from volunteers.

“It’s important that these volunteers be trained and understand what is expected of them during a major disaster event,” he said.

And the volunteer pilots were given a good measure of that training and understanding during a two-day exercise in October.

Using the Bremerton Airport as the home field, the mission was to conduct

SARDA reconnaissance and surveillance of designated “disaster sites.”

Originally, the training scenario included three simulated “disaster” sites:

- Potlatch Hydro Power Plant
- Upper Cushman Dam and
- Indian Island dock

However, Mother Nature decided to spice things up – and produced two actual trouble sites for the pilots to fly over and evaluate.

Due to a heavy rain-storm, there was a mudslide along the Hoh River during the training weekend – and an actual train derailment, which had occurred a few days earlier.

Washington’s pilots could be called upon to handle other duties during a real state emergency. Thus, the recent exercise also simulated:

- transporting state officials to disaster sites for observance;
- work as couriers delivering needed emergency equipment and supplies



Photo by Civil Air Patrol

This is what the Lake Cushman Upper Dam looked like from a Civil Air Patrol plane which – during a real emergency event – could have been transporting a state official for an aerial reconnaissance of the damage area.

- to county emergency workers;
- performing damage assessments;
- providing state communication support, and
- searching for downed aircraft.

During the fall SARDA , the department deployed an electronic beacon to simulate an actual downed plane.

A total of 60 pilots – Washington Volunteer Search and Rescue crews who are members of the Washington Pilots’ Association (WPA) and the Civil Air Patrol (CAP) – participated in the training.

Organized by Moore – who, himself, was a 30-year Search and Rescue volunteer before joining

WSDOT’s AD – the pilots flew 80 sorties during the weekend.

Moore said that the state’s SARDA Plan addresses more than “peace-time disasters.”

“Statewide aviation resources may also be needed to support civil emergency operations during a national security emergency,” said Moore.

Although WSDOT’s recent training exercise involved WPA and CAP pilots - SARDA aviation resources also include all military, federal, state and local government, corporate and commercial pilots.

Making it clear that he was very satisfied with the training that was accomplished, Moore talked about something else he felt was valuable – honest teamwork.

“I was very excited to see these different factions come together for a common cause,” said Moore. “There were no politics, jurisdiction conflicts or personalities – nothing hampered our mission.”•

Old trees along US 12 near Naches cut down – for good reasons

By Maria Garriga

Timothy K. Brown and his chain saw came to the rescue for wildlife and the state Department of Transportation.

Those occasional dead pines towering next to scenic US 12 give transportation workers the creeps about what might happen to motorists on a windy day. They even have a name: hazard trees.

So the department hired Brown, a chain saw-wielding environmentalist from Redmond to turn dead roadside trees into wildlife habitat.

“In the old days, we’d cut these trees down,” said James Morin, (WSDOT South Central Region Assistant Environmental Coordinator), “but the agency has since expanded its vision, recognizing that dead trees form a vital link in the ecological web.

“DOT has a mission of providing transportation, but this is an effort to be a better steward of natural resources. This is a neat opportunity,” Morin said.

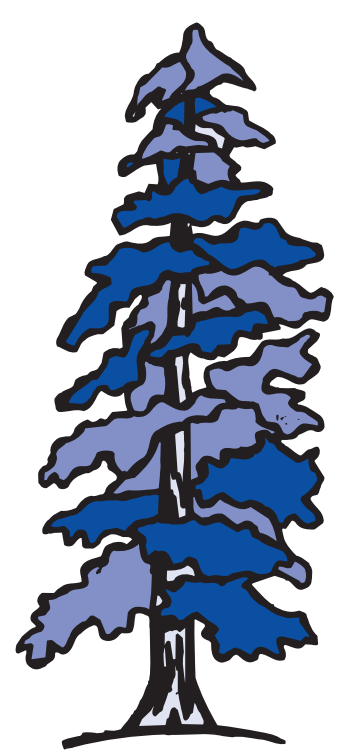
On an October morning, Brown, the DOT along with US Forest Service, Plum Creek Timber Co. and the state Department of Fish and Wildlife (WDF&W) were busy carrying out their plan to benefit motorists and wildlife.

Animals from woodpeckers and bats to chipmunks and squirrels depend on dead trees for food or habitat. Inside are chewy insects for dinner. Birds like dead trees, called snags, for nesting. Fungi soften the wood, making it

easier for burrowing animals to shape their new homes in the trunk.

Not surprisingly, snags have cheerleaders in the environmental community.

“Dead trees are my passion,” said Ken R. Bevis, a WDF&W habitat biologist



who was watching Brown at work that day.

Brown has carried his unusual craft all over the United States.

He started as a forest firefighter and as a logger who grew dissatisfied before realizing his chain saw skills could help give wildlife a home rather than taking it away.

It takes a lot of skill to mimic how nature makes dead trees good habitat. It takes even more to make a snag safe when it’s next to a busy highway.

And still more to maneuver a chain saw while hanging from a tree by ropes.

“It’s pretty dangerous, when you are at the top. You’ve got nowhere to go,” said Brown’s co-worker, arborist Randy McDougall.

Brown, who has done this kind of work for 30 years, said he’s invented more than 2,000 techniques for creating habitat.

That morning, Brown displayed his skill.

He used a pair of lines to secure himself to a 145-foot dead ponderosa on Plum Creek Timber Co. land bordering Route 12 near the community of Trout Lodge. Digging into the rotted bark with three-inch boot spurs, Brown inched up the trunk.

About one-third of the way up, he stopped. Throats tightened as state workers watched him prepare the 100-foot crown for the fall.

He sliced a wedge out of the west side of the trunk, then chiseled small cuts to the opposite side.

Twisting like a monster Christmas tree plunging out of the sky, the behemoth landed where Brown predicted it would, diagonally across both lanes of the road. The 300-year-old giant’s limbs shattered on impact.

Having survived the scariest part of his work, Brown flicked his chain saw to carve a series of ridges and planted a bed of twigs and grasses on the stump top. From a distance, it looks like a soft, open place any owl could call home.

Brown also opened a slit to house bats, creatures that keep insect populations in check.

The snag should last another two to three decades. Should the 40-foot-tall remainder fall toward the road, it will be too short to pass the high-

way fogline and will not endanger cars, Morin said.

And the logs Brown cuts will be saved for other environmental projects, he added. •

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**Washington State
Department of Transportation**

Our Mission:

Together we efficiently build, maintain, operate and promote safe and coordinated transportation systems to serve our public.



MV Kitsap crew’s quick actions save two lives

By Grace Eubanks

Surely, there are two men who are grateful that the Washington State Ferries vessel *MV Kitsap* was plying its scheduled Seattle-Bremerton run on Saturday morning, November 4.

These two fishermen also must be thankful that the *MV Kitsap* had the expert captain and no-holds-barred crew that it did.

The two men are alive today – thanks to the circumstances, but mostly the people.

MV Kitsap Captain Michael Chase and his crew recently were honored with commendations from both Washington State Ferries (WSF) leadership – and the US Coast Guard for their quick thinking and professionalism. The two commendations tell the story well:

(Public Service Commendation from Rear Admiral Erroll Brown, Commander, US Coast Guard District 13) – *Captain Michael Chase and the crew of the Washington State Ferry Kitsap are recognized for exemplary performance on the morning of November 4, 2000.*

While on a scheduled Seattle to Bremerton run, personnel aboard Kitsap monitored a Coast Guard urgent maritime information broadcast reporting that two men had been thrown into the frigid waters of Puget



Photo by Grace Eubanks

MV Kitsap Captain Michael Chase (standing, 2nd from left) and members of his crew have just been honored with a Public Service Commendation from the US Coast Guard for their life-saving feat. Members of the crew are: (front row, left-right); David (Dusty) Rodes and Daniel Webster; (standing, left-right) Carl Allen, Staff Chief, representing the engine room crew; Capt. Chase; Eric Jorgensen; Robert Cook; Roger Baker; and John Fischer.

Sound after their boat capsized between Alki Point and Vashon Island.

(Letter of Commendation from WSF Acting Director/ CEO Terry McCarthy and Director of Operations Joe Nortz) – *(the MV Kitsap deviated) from its Seattle-to-Bremerton route in order to investigate the report of a partially submerged boat and the possibility of persons in the water.*

Captain Chase resourcefully requested the aid of the passengers onboard to help spot

possible survivors in the choppy waters and morning glare, while “D-Watch” deck crew members prepared for rescue operations.

Once the two survivors were visually located, the Captain quickly and carefully assessed the recovery options. Based on the sea and weather conditions, it was determined that use of the Livingston rescue boat was not the preferred alternative

The Captain then skillfully maneuvered the 328-foot, Issaquah-class ferry (through 25-knot winds and four-foot

seas) into a pick-up position, from which one survivor climbed up (an over-the-side) Jacob’s ladder onto the auto deck.

The second victim was not physically able to climb the ladder. Able-bodied Seaman David (Dusty) Rodes quickly climbed down to the bottom rungs of the ladder for a hands-on rescue.

Rodes helped the weakened fisherman get into a “horse collar” – a plastic device that is looped around the body and under arms.

Rodes then clipped the collar to the davit wire (normally used for raising and lowering rescue boats) – and the victim was lifted up to the *Kitsap’s* deck.

The *Kitsap* crew accomplished all this and had the two men aboard less than 15 minutes from the time the accident was first reported by a passing ship.

(WSF commendation) *Once the survivors were on board, the MV Kitsap headed toward emergency crews assembling at Pier 52 in Seattle, while the vessel crew treated the survivors for hypothermia.*

(Coast Guard commendation) *All too often, this type of boating accident results in tragedy, but in this case, the rapid response of Kitsap’s crew almost certainly saved two lives.*

Their outstanding efforts are testament to the skill of Washington State Ferry personnel and are greatly appreciated. It is a comfort to the boating public, and to the Coast Guard, to know that such skilled and willing resources ply the waters of Puget Sound.”

Amid the applause of their peers and McCarthy, Nortz and Secretary of Transportation Sid Morrison, Captain Chase and members of the crew were presented with the two commendations on November 30 in Eagle Harbor. •

Counties and cities get grants for corridor congestion relief

By Stephanie Tax

Nine Washington counties and cities have been awarded \$25 million by WSDOT’s Highways & Local Programs (H&LP) to address congestion problems.

The purpose of this state-funded program is to provide support for congested urban corridors. To qualify for the grants, urban corridors must connect to urban and significant

activity centers; begin or end at the intersection of another arterial, state highway, or limited access freeway system; and provide an alternate route to the limited access freeway system.

Eligible projects include roadway widening, channelization, signalization, HOV lanes and Intelligent Transportation Systems (ITS).

With \$25 million available funding for the program, \$15 million went to county projects and \$10 million to city proposals.

Last month, H&LP selected the following nine projects, which will have a total cost of nearly \$148M. For more information, please contact Stephanie Tax at (360) 705-7389 or at taxs@wsdot.wa.gov.

| Lead Agency | Project Title Cost | Total Project Funded | County Amount Funded | City Amount |
|---------------------------|---|----------------------|----------------------|--------------|
| Yakima | Yakima CBD Signal & Traffic Flow Enhancement Project | 2,800,000 | | 1,512,000 |
| Clark County | Padden Parkway - West Leg | 13,121,905 | 4,000,000 | |
| Redmond | Redmond Way (SR 908/SR 202) 148th Ave. NE to Avondale Way | 1,100,000 | | 550,000 |
| Snohomish County/ Everett | 112th Street SW/SE | 13,675,011 | 2,032,510 | 3,103,381 |
| Snohomish County | 164th Street Improvements (Spruce Way to Ash Way) | 16,422,000 | 6,500,000 | |
| Sammamish | 228th Ave. Phase 1B – SE 24th Street to SE 8th Street | 4,100,000 | | 1,500,000 |
| Vancouver | Mill Plain Blvd. Off-Ramp – NB I-205 to NE 112th Ave | 2,785,000 | | 1,392,500 |
| Clark County | Ward Road | 7,192,015 | 1,482,589 | |
| King County/ Kent | South 277th St. Reconstruction – West Valley Hwy. (SR 181) to Auburn Way N. | 86,547,005 | 984,901 | 1,942,119 |
| Totals: | | \$147,742,936 | \$15,000,000 | \$10,000,000 |

Amtrak ticket machines make Northwest debut

Amtrak guests can now use their credit or debit card to make reservations and purchase tickets at new self-service ticket machines throughout cities in the Northwest.

Guests can also use the machines to pick up tickets they purchased in advance with a credit or debit card at <http://www.AmtrakCascades.com> or 1-800-USA-RAIL.

The new self-service ticket machines were recently introduced by Amtrak at stations in Bellingham, Kelso/ Longview, Olympia/ Lacey, Portland, Seattle and Tacoma. “This makes train tickets even easier to purchase,” said Ken Uznanski, Manager, WSDOT Rail Office.

Amtrak QuikTrak ticket machines are as easy to use as a bank machine. Users just insert a credit or debit card (VISA, Mastercard, American Express, Discover, Diners Club or Carte Blanche) to activate the machine. Additional instructions then appear on the screen.

There is no fee for using the Amtrak ticket machines.

“Amtrak ticket machines offer our guests a fast, easy way to grab a ticket on the go,” said Doug Schwab of Amtrak. “In our busiest stations - Seattle, Portland, Tacoma and Bellingham - the machines are a great choice for people who don’t need to talk to a ticket agent. The machines are even more important in Kelso and Olympia, where ticket agents aren’t available.”

Standard Amtrak dis-

counts for seniors, children, Student Advantage members and others are also available at Amtrak ticket machines.

Information about discounts, including exclusive Internet discounts, can be found at the web address shown above.

Tickets can also be purchased from ticket agents at staffed Amtrak stations, from AAA or other travel agents, and at the web address and toll-free number shown above.

In 1999, the Amtrak Cascades served more than 565,000 passengers, diverted more than 31 million miles of auto traffic from regional highways and prevented more than 700 tons of air pollution.

The Pacific Northwest Rail Corridor extends 466 miles from Eugene, OR to Vancouver, BC. Amtrak Cascades service on this corridor is provided in partnership with the states of Washington and Oregon.

Three daily roundtrips serve Seattle and Portland, with two extending south to Eugene. One daily roundtrip serves Seattle and Vancouver, BC and one daily roundtrip serves Seattle and Bellingham, with guaranteed motorcoach connections to Vancouver, BC.

Regular one-way adult fares between Seattle-Portland start as low as \$21; Seattle-Vancouver, BC, \$21; Portland-Eugene, \$14; and Eugene-Seattle, \$29.

Passengers are encouraged to purchase tickets early to obtain the lowest fares. Reservations are required. •

PERSPECTIVES

Blue Ribbon report is on table – so some thoughts about that (plus, a floating Quality Exchange and the Williams verdict)



Sid Morrison

The waiting is over!

They have been hard at work - and our future is in their hands.

Sounds like a jury, or the folks recounting ballots in Florida.

No more guessing games. I am talking about a committee of 46 folks and for better or worse, their report is on the table - and it has everything to do about us.

The Blue Ribbon Commission on Transportation has cranked away for over two years. The calendar finally forced them to reach some conclusions, which wasn't easy - and now it is done.

Big stuff for us

You will read all the details elsewhere in this edition of EX•PRESS - but this is big stuff for us and I feel the need to share some thoughts with you.

First, you need to know that nobody from DOT was on the Blue Ribbon, but they listened to us. A total of 28 different DOT team members appeared one or more times in front of these meetings - and we certainly influenced the results.

Connie Niva, Chair of our own Transportation Commission, served on the Blue Ribbon - and did double duty, defending her Commission and helping others understand us and how we operate.

Remember, the Blue Ribbon team can't rewrite the law, so everything is in the hands of the Legislature and Governor.

Mean anything?

So, do these recommendations actually mean anything? I think so.

The makeup of the Blue Ribbon was top drawer, business and labor leaders, key legislators, folks from local government - a group with influence and political power.

More than power, this group provides political cover. The Governor used them very effectively, not second-guessing what they were going to decide, but using their potential findings to be his own position on transportation.

As we have seen in recent days, he is on the media trail providing leadership, as he said he would do. We are going to hear lots of words before this is all over, both

pro and con, on transportation reform and funding.

At last, we have made the political big leagues!

Lots of measurements

Reforms there will be - and lots of measurements of our performance. I have talked with most all DOT team members all across the state in the past few months, urging all of us to not be afraid of being accountable.

"Measure Up" is what I call it, because I see a trade-off that works for us and for our futures. Our performance is measured - the public gets what it wants - we get their confidence - and they support the funding it takes for us to do our job.

Right away, I see the Governor asking that we put in place the benchmarks already selected by the Blue Ribbon group.

These benchmarks will apply to us as well as every local and regional transportation provider in the state as soon as the law is changed.

468 jurisdictions

This was Blue Ribbon's way of trying to get their arms around the 468 different governmental jurisdictions in this state that do something in the way of roads, streets, highways, bus service and anything else that moves people and products.

Most other items of substance require law changes and/or budgeting. We can expect them to be advanced to the 2001 Legislature by the Governor as executive requests.

The reforms and benchmarks are the easy part for them, and the funding ideas will be the most challenging.

Thank goodness the Blue Ribbon folks found that no matter how they reformed or measured, the system had to have more money.

Saying same thing

Like \$150 billion over the next 20 years! We have been saying the same thing in our long-range transportation plans, but it was easier to blow off when we made the call - and that is fundamentally what has happened for the past 10 years.

Part of the funding debate will revolve around "regionalization." Should the Legislature allow transportation regions to form for purposes of funding projects in their own areas?

Some would see this as the answer to getting on with building where it is needed the most, say, for example, King County.

Others would see it as the end of statewide funding in support of a transportation system, with highways going to gravel in some of our less affluent counties.

Dandy debate

This should be a dandy debate between the haves and the have-nots, and would you believe there is a workable middle ground?

Stay tuned. There will be lots of things for us to talk about as we go through the months ahead.

Move it better!

Before I leave Blue Ribbon recommendations, let me just tease you with little things like having your Secretary of Transportation appointed by the Governor - and the Transportation Commission, as we know it, ceasing to exist.

Both of these require changes in the law, but I would bet on them right now.

The Governor would be more directly responsible for transportation.

Would be converted

An expanded Commission would be converted to an accountability board structure to look at benchmarks and standards for all transportation folks around the state, including state, regional, and local agencies. They would no longer have any policy or budgeting role in the operation of WSDOT.

I have asked the EX•PRESS team to share with you a full summary of the recommendations from the Blue Ribbon Commission on Transportation. You will find that I just nibbled around the edges of the work they did, pointing out some of the most interesting findings.

On balance, while we face very significant changes, I

am confident of our ability to "Measure Up" - and we will be able to get on with building, maintaining, operating, and promoting. In other words, doing our jobs.

Latest Exchange

We have just about completed this year's Quality Exchanges/Secretary's Office Visits all across the state. I think these opportunities to communicate are gang busters - and reflect the evolution of DOT and how we all increasingly work together in quality ways. This is all said in introduction to the latest and neatest Exchange this year.

The meeting room was the main passenger cabin on the ferry MV Nisqually, parked at Eagle Harbor for repairs. WSF employees came from all directions - and they did a great job of showcasing their use of "charter" teams, the best in all DOT.

But, two highlights warm my memory. First, the opportunity to join the Coast Guard in honoring both the above and below deck crews of the MV Kitsap for their actions in November, saving the lives of two fishermen whose boat became two halves in rough, frigid, waters.

Obvious pride

The second highlight reflects something I have learned through the years about the people at WSF and their boats. Some crew members are assigned to boats, some to routes. The folks with responsibility for a specific boat develop a pride that is remarkable and is the key to keeping an aging fleet delivering 99.4 percent of the time.

One of the "characters" with obvious pride in the MV Nisqually was busy in and out of the galley during our meeting. Nick "the Greek" (well, his real name

is Evangelos Nicolaidis) had prepared break-time delicacies to die for.

After all, we were guests at his place. The baklava was the best I had ever tasted - and Nick made sure we had a care package for the trip back to Olympia. I acknowledge Nick's kindness as a reflection of his pride in maintaining and operating a boat that is older than he is.

Sam Williams

The latest chapter in the tragedy of the loss of Sam Williams last February just took place in a Lewis County courtroom. Following a lengthy investigation into the accident that caused Sam's death, the Lewis County Prosecutor filed charges against the driver of the vehicle.

The subsequent trial lasted six days - and the defense counsel got both my blood pressure up and my full attention when he announced he was going to prove, in defending his client, that "the Department of Transportation killed Sam Williams." Wow!

The jury took only 90 minutes to find the driver guilty of vehicular homicide. My personal view is that this 72-year-old should not have been relicensed to drive because she never even slowed down before hitting Sam.

For Sam's family, the trial ends one more facet of the grieving process they struggle through. Our prayers remain with them.

While all this is going on, please take my warmest personal greetings, and respect for all the great things you do, and tuck them into your Christmas stocking as we close out an all-too-fast Year 2000.

QUIGLEY THE FOX TERRIER

BY DAVID SUPENSKY

DRINKING AND DRIVING
FIND MAN'S BEST FRIEND



On 10th anniversary of sinking of Lacey V. Murrow Bridge – a look at structural lessons learned from the disaster

By Greg Phipps

The headline in WSDOT's District 1 news release on Nov. 21, 1990 proved to be an omen: "Severe Weather Forecast For Thanksgiving Weekend."

Little did anyone know that four days later the bridge that made history would itself become history. When the Lacey V. Murrow Bridge opened in 1940, it was the first concrete pontoon floating bridge. By Nov. 25, 1990, much of the structure lay on the bottom of Lake Washington.

The bridge had been closed since 1989 for a three-year renovation. It was the final link in the Interstate 90 (I-90) Completion Project.

During renovation, crews needed to pump wastewater into the bridge's pontoons through holes in the bridge deck. The weight of the water caused the pontoons to sink lower into the lake, which brought more water in through newly cut hatches in the structure's side.

Then the storm hit.

For three days, rain and waves pounded into the pontoons. One of them flooded, setting off a chain reaction that sank seven pontoons.

The sinking pontoons also cut 13 anchor cables in the new Homer M. Hadley Bridge (also I-90), causing concern that the structure 77 feet to the north might sink



Photo courtesy of Transportation Library

An end view of the original Lacey V. Murrow (Lake Washington) Bridge that opened to traffic in 1940.

as well.

The old bridge's demise, however, led to a new, improved Lacey V. Murrow Bridge.

WSDOT designers set to work on the replacement bridge just two weeks later.

A blue ribbon commission aided design efforts. Their task: to investigate the cause of the sinking and to make these recommendations to be incorporated in

the replacement structure:

1. Adoption of marine construction practices for the floating bridges, including: monitoring and maintaining the watertight status of the pontoons; monitoring pontoon water levels; and third-party reviews of design and construction, as well as maintenance and operations.
2. Reconstruction recom-

mendations, including: inspection and maintenance exceeding standard practices and effective communications between WSDOT and environmental partners.

3. Operational recommendations, including: electronic monitoring of pontoon water levels and weather monitoring. Floating bridges are marine vessels - and the

- new bridge has these features that make it exceptionally seaworthy:
- Each pontoon is accessible for weekly inspections through watertight hatches. Crews can access the hatches either from the bridge shoulder or by boat;
- A bilge-pipe system that allows crews to pump water from fixtures on the side of the bridge. The good news is that it never has been necessary to use the pumping system;
- Watertight zones in each pontoon that are separated by sealed doors; and
- Each watertight zone has a water sensor that sets off an alarm alerting bridge maintenance crews that are on standby 24 hours a day.

The new Lacey V. Murrow Bridge met all of the Blue Ribbon Commission requirements, which were also incorporated into the two other Lake Washington floating bridges.

The new bridge opened to traffic on September 12, 1993, capping off the final phase of the I-90 Completion Project.

It's a testament to the WSDOT design and construction teams who built the new bridge that the loss of the old bridge delayed the project by just 13 months. •

New salmon run at Dosewallips



Photo by John Darin

Sculptor Alex Young stands by the Dosewallips River's new salmon run – which is not in the river, but next to it. Working with Project Engineer John Hart (Olympic Region, Aberdeen Office), Young designed the "Life of Salmon" educational art for the walkway under the new Dosewallips Bridge. The series of sculptures depicts the salmon's life cycle from eggs to adults at sea. A much honored Washington State water-colorist – he also happens to be Principal Architect for WSDOT's Bridge Office. Hart has worked out a partnership with Trout United, which will maintain the display.

Good Roads announces officers, schedules Legislative Breakfast

The Washington State Good Roads & Transportation Association has announced its leadership for 2001.

Robert Schuster of Olympia has been elected President.

President-elect is Paul Vick of Kennewick (Benton, Franklin, Walla Walla Good Roads).

Peter Coates of Seattle (Seattle/King County Building & Construction Trades Council) is Secretary – and Wes Jonasson of Ferndale (Ferndale Chamber of Com-

merce) will serve as Treasurer.

At its meeting last month, the Good Roads Board of Directors also set its 2001 agenda.

The association's well-known Legislative Breakfast is scheduled for 7 a.m., February 6 in Olympia.

For information or reservations, access Good Roads' website:

WSGRTA@aol.com

Or call (360) 384-1031. The WSGRTA mailing address is: PO Box 1236, Ferndale, WA 98248.

WSDOT reports stakeholders' ideas for keeping highway rest areas open

(continued from page 1)

those who would be affected in various ways by rest area changes aired their divergent points of view.

Penny Haeger, H&LP's Safety Rest Area Team Leader, said the committee debated these five types of options:

1. "Adopt a Rest Area" or "Adopt a Landscape" – use volunteers to take care of various rest area maintenance and operation activities;
2. Expansion of rest areas – explore consolidation with other state-operated facilities located near rest areas, such as state parks;
3. Create new revenues – among potential methods debated were:
 - charging out-of-state RV travelers a fee for using dumping facilities;
 - charging fund-raising groups who use rest areas to distribute free coffee a lease fee; and
 - add a dedicated \$1 fee to the motor vehicle registration fees.
4. Partnerships – the ideas included:
 - recruit competing private businesses to develop model rest areas;

- find corporate sponsors which would get recognition for supporting maintenance and operation costs; and
 - allow installation of vending machines, with a split on profits.
5. New ways of providing rest area maintenance – among possible options discussed were:
 - managed competition – contract out rest area maintenance, with state maintenance offices eligible to compete for contracts. (Note: This would require a change in state law.)
 - contract with the state Department of Corrections to use prison labor; and
 - privatization of rest areas – sell rest areas to such businesses as restaurants and gas stations.

"There's an important thing to note about privatization," said Haeger, "It could only be done with state-funded rest areas – and there are just five of them. Federal laws currently prohibit privatization of the others." "Any food services established at rest areas which have gotten federal fund support are required

to be contracted with the Services for the Blind."

Hammond also pointed out that federal regulations have very strong access restrictions. These regulations won't allow federally-supported "transportation" ramps to be used to lead to private restaurants, stores or other enterprises, she explained.

At the end of their discussions, the stakeholders agreed on these recommendations:

1. *State-funded rest areas:*
 - privatize rest areas; or
 - add a \$1 fee to motor vehicle registration fees
2. *Federally-supported rest areas:*
 - establish partnerships; and/or
 - add a \$1 fee to the MVET.

The stakeholders' proposals were delivered to the Senate, House and Legislative Transportation Committees December 1.

"While we wait to see what action the 2001 Legislature takes on the recommendations, we'll keep the rest areas in operation – using every efficiency possible," said Hammond. •



Transportation again center stage: Blue Ribbon Commission issues system-fix report - next chapter in hands of Governor and 2001 Legislature



The Blue Ribbon Commission on Transportation's (BRCT) two-year review of the transportation dilemmas facing Washington concluded late last month. The Commission reported its final recommendations outlining a broad mix of transportation proposals for keeping Washington residents and goods moving in the next 20 years.

"Washington's transportation system is on a collision course with reality – and the Blue Ribbon Commission on Transportation recommendations reflect the public's demand for prompt action, as well as greater results, accountability and efficiency in transportation," said Commission Chairman Doug Beighle.

In reporting its 18 recommendations to Gov. Gary Locke

November 29, the BRCT identified an estimated \$150 billion in transportation needs over the next 20 years – with only \$55 billion of that need currently funded. This leaves a \$95-billion shortfall.

To address the shortfall, the Commission proposes methods for raising \$8-12 billion over the next six years – and an additional \$30-40 billion by 2020. These proposals include a mix of taxes and fees phased in over a number of years – with efficiency and traffic-reduction efforts expected to account for the remaining \$40-50 billion in costs. (See: Recommendation #17, below.)

The next chapter in the transportation-improvement strategy is in the hands of the Governor and 2001 Legislature.

Many of the recommendations will require a change in state law.

With state legislators and business leaders joining him at a news conference, Gov. Locke committed to a bipartisan effort to implement the recommendations.

Commenting that it's easy to identify the problems in transportation since "they're all around us" - but hard to carry out the solutions, the Governor added, "Solutions, particularly those that require money, won't be as simple. All of us know we can't get roads or bridges for free."

Although he said he was "paring down priorities" in order to establish a feasible schedule for success, the Governor endorsed a set of priorities which the BRCT highlighted as an "early action" legislative strategy.

BRCT Background

The BRCT was created in 1998 by the Washington State Legislature and Gov. Locke to conduct a comprehensive review of transportation needs and priorities across the state, including highways, ferries, transit and alternative transportation choices.

The 46 Commission members were volunteers representing a wide range of geographic areas and interests – including state and local governments, business and transportation stakeholder groups.

For additional comment on the BRCT recommendations - please see Secretary Sid Morrison's commentary, page 4.



Summary: BRCT Final Recommendations:



1. Adopt transportation benchmarks as a cornerstone of government accountability at the state, city, county, and transit district levels. Measure results and monitor performance of government in meeting transportation benchmarks. Tie transportation funding to progress in achieving benchmarks.

2. Establish a single point of accountability at the state level, strengthening the role of the state in ensuring accountability of the statewide transportation system. Grant the Governor oversight of the Washington State Department of Transportation (WSDOT), including the appointment of its Secretary. Grant the Washington Transportation Commission new authority as the Transportation Accountability Commission (TAC), a single, independent point of accountability for monitoring and reporting the performance of the statewide transportation system

at all levels.

3. Direct a thorough and independent performance review of WSDOT administration practices and staffing levels. Look for additional efficiencies in the administrative functions within the department.

4. Remove the barriers to achieving the transportation benchmarks for efficiency and system performance by providing funding for a strong state and strong regional transportation system. Provide local governments and transportation agencies funding and authority to implement efficiencies and raise regional revenues to meet the new benchmarks. Authorize and encourage jurisdictions to share resources.

5. Invest in maintenance, preservation and improvement of the entire transportation system so the transportation benchmarks can be achieved. Preserve the transportation

system by making maintenance, preservation and safety the top funding priorities, including operation and maintenance costs of rail, transit and ferries. Optimize the system by using new technologies and management tools, such as congestion pricing and land use planning, to reduce demand on the highway system. Conduct benefit-cost analysis to choose the most effective mix of investments in the most heavily traveled corridors. Invest in the human resources necessary to maintain, preserve and improve the system.

6. Provide regions with the ability to plan, select, fund and implement (or contract for implementation of) projects identified to meet the region's transportation and land use goals. Allow regions to create new entities or select existing entities to plan, manage, fund and be accountable for re-

gional transportation projects with the intention to simplify and minimize redundancy rather than add new layers of government.

7. Achieve construction and project delivery efficiencies. Reduce the engineering/construction cost ratio. Save money on construction materials and methods. Use right-of-way banking. Continue to assess prevailing wage survey techniques. Make mitigation more cost-effective. Have predictable revenue sources to fully fund projects.

8. Incorporate the design-build process and its variations into construction projects to achieve the goals of time savings and avoidance of costly change orders. Grant agencies the authority to use design-build and provide opportunities for public employees to participate in the process. Provide in-

creased education and training in alternative project delivery (ADP) concepts.

9. Use the private sector to deliver projects and transportation services. Continue pilot projects that allow the private sector to provide expertise and financing in developing cost-effective transportation facilities. Consider removing barriers that prevent the private sector from providing services, such as ferry, bus or monorail.

10. Re-engineer the workplace to achieve greater efficiency, and consider the use of managed competition for operations and maintenance functions. Focus the workplace on service, customer satisfaction and results. Incorporate elements of total quality management into business practices. Form partnerships with employer-employee organizations to develop apprenticeships and training programs.

11. Streamline permitting for transportation projects. Delegate "Section 404" wetlands permit authority to the state. Develop new standards to streamline permit approvals and reduce process review delays. Select a significant highway project as a pilot study to plan and permit within two years. Evaluate the use of planning and permitting standards that encourage lower impact alternatives, such as Smart Growth, and accelerate the permit process for these projects. Work toward one-stop permitting, using a single application.

12. Link transportation funding to efficiencies. Require WSDOT, counties, cities and transit to show progress toward achieving benchmark efficiencies as a condition of receiving new funding.

13. Link maintenance and preservation funds to best practices. Require

all agencies and jurisdictions to demonstrate the use of maintenance and pavement management systems and lowest life-cycle costs.

14. Simplify funding distributions for best results. Distribute funds on a geographic basis to counties and cities taking into account lane miles, classification and pavement type, population, and utilization. Develop a new method for joint regional programming of federal funds. Create one-stop grant funding centers where all competitive funds are disbursed under regional priority programming agreements and administered using a single application process.

15. Allow regions to retain funds they raise. Allocate sufficient funds to all regions for basic operations, maintenance, preservation and safety at a minimum agreed upon level. Guarantee each

region a minimum return of 85% of state transportation taxes generated in that region, and allocate remaining funds to a statewide equalization fund. Allow regionally authorized taxes to remain in the region in which they are generated.

16. Seek a 90% fare box recovery for ferry system operational costs within 20 years. Transfer 90% of the cost of operating the ferry system to those who use it.

17. Develop a package of new revenues to fund a comprehensive multi-modal set of investments, which, taken together with the recommended efficiency measures and reforms, will ensure a 20-year program of preserving, optimizing and expanding the state's transportation system. Adopt a series of revenue sources that can be used for roads, transit and transporta-

tion choices. Transfer transportation-related sales taxes to the transportation fund. Link other transportation-related revenues to transportation uses and users. Authorize a variety of statewide taxes and fees that could include: extending the existing gross weight fee to all vehicles; adding a surcharge to the existing gross weight fee for trucks dedicated to freight mobility improvements; increasing the gas tax; extending the state sales tax to the commodity price of gas (up to a set price); extending the license tab fee to trailers and campers; adding a \$20 transportation fee to the \$30 license tab fee; creating a new surcharge on the wholesale sale of new and used vehicles, auto parts and accessories; and allowing congestion pricing. Examine the bonding of federal funds and expansion of tax increment financing for transportation projects. Examine all

transportation revenue sources at least biennially and ensure they keep pace with inflation and growth.

Provide regional entities the authority to raise tax and fee revenues to fund regional transportation improvements. Authorize regional tax and fee options that might include: a vehicle miles traveled charge; a regional sales tax; allowing cities to impose the motor vehicle fee if their county has not imposed the fee within five years; and allowing bonding programs at the state and regional levels.

18. Begin action now to improve the transportation system. (See: Early Action Strategy Summary on BRCT's website.)

For the complete recommendations text – please check the Commission's website at:

www.brct.wa.gov

Year 2000 report: WSDOT's Value Engineering saves over \$47.8 million

Construction Incentives program saves another \$1.9 million

WSDOT's recent annual report to the Federal Highway Administration (FHWA) on the results of Value Engineering work during Fiscal Year 2000 shows a savings of more than \$47.8 million on state highway construction projects.

"During the past year, we performed 12 studies on projects that had an original construction estimate of over \$157 million," said Ken Smith,

WSDOT's Value Engineering (VE) Manager. "The design teams implemented 40 of the 50 VE recommendations, for a total savings of \$47.8 million."

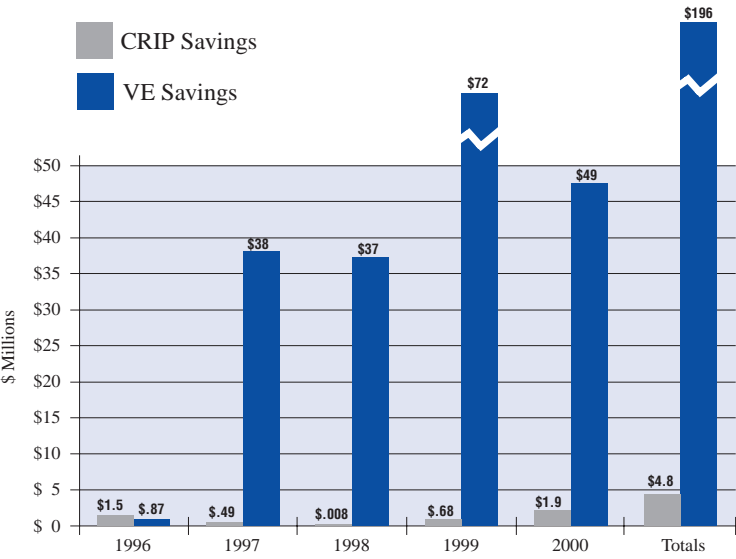
The report does not include the results of five additional VE studies performed during FY 2000 because the recommendations have not yet been implemented.

"Value Engineering is a program aimed at getting

maximum value for every dollar spent," explained Smith.

WSDOT calls together VE teams made up of internal and external experts, from a variety of professional disciplines, to review and analyze major project designs. The teams' goals are to improve project quality, eliminate unnecessary costs and reduce overall life-cycle costs.

WSDOT's VE Program,



which was launched nearly a decade ago, has won national honors.

In 1997, WSDOT received the 1997 AASHTO National Value Engineering Award for the most cost-effective proposal in design engineering. Two years later, the department was selected for the 1999 AASHTO National Value Engineering Award for the most innovative proposal in design engineering.

Construction Reduction Incentive Proposals

Smith's annual report to FHWA Division Administrator Gene K. Fong also included the positive FY 2000 information on another cost-cutting program – the Construction Reduction Incentive Proposals (CRIP) Program.

WSDOT encourages companies that have gotten state construction contracts to search for

efficiencies as they work on the project. When contractors spot ways to cut costs, without affecting quality, they fill out a CRIP.

Whatever the amount of savings, 50 percent goes to the contractor and 50 percent to WSDOT.

During this past year, 20 of 25 contractors' proposals were approved.

WSDOT's share of CRIP savings was \$1,957,388. •

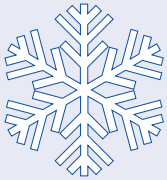
Traffic Safety Near Schools grants fund 51 projects for \$5 million

There were more than 130 applications submitted, requesting a total of \$11.9 million in Traffic Safety Near Schools funding.

With only \$5 million available, WSDOT's Highways & Local Programs Service Center, which manages the grants program, funded 51 projects.

Many different types of projects received grants – including sidewalks and walkways, traffic signals, school bus turnouts, traffic channelization and crossing improvements.

For more information or a list of the projects awarded, please contact Mike Dornfeld at (360) 705-7258 or go to <http://www.wsdot.wa.gov/TA/ProgMgt/GRANTS/Funded.pdf>



Winter Info

Here are sources of information on winter travel conditions offered by the Washington Department of Transportation:

On-line map to click for road & weather information:

<http://www.wsdot.wa.gov/rweather>

24-Hour toll-free phone line

Information includes mountain pass conditions (**October 15-April 15**) traction tire advisories, construction project updates and more.

Statewide
1-800-695-ROAD
(1-800-695-7623)

Greater Seattle area
206-DOT-HIWY
(206-368-4499)

Washington State Ferries 24-hour, toll-free

1-800-84-FERRY
(1-800-843-3779)

Amtrak trains 24-hour, toll-free

1-800-USA-RAIL
(1-800-872-7245)

Aviation (during business hours)

Information for private-licensed pilots and on state-owned airports.

1-800-552-0666

Truck information (during business hours)

Not a weather-condition line, but WSDOT's Motor Carrier Services provides information on trucking regulations.

1-800-564-6902



WSDOT continues salmon commitment with staff training on spill prevention

By Grace Eubanks

A new series of classes starting in January is a sign of WSDOT's follow-through on a major environmental commitment made in support of Washington's salmon-recovery drive.

Since activities alongside salmon-bearing streams and rivers can affect the well-being of the fish – and since WSDOT designs and contracts out many construction projects each year along such rivers and streams – the department wants its staff who are involved in these projects trained in best practices.

This is why the subject of the next series of classes to be held around the state, starting in January, is spill prevention.

Little heard about, but of key importance, the training offers knowledge on how to design and oversee construction projects of all sizes to avoid dangerous and damaging spills.

These classes are for department employees – and the initial series was given two years ago, with the classes well attended.

Construction contractors are being offered separate training by Associated General Contractors, using curriculum designed by WSDOT.

The program centers round the fact that WSDOT now requires contractors to write a site-specific Spill



A view of what a clean-up site looks like – if a spill isn't prevented. This WSDOT work was done in Southwest Washington where there was an incident involving oil and other contaminants.

Prevention Control and Counter-measures Plan (SPCC Plan) for projects they are carrying out for the department.

WSDOT's Environmental Affairs Office (EAO), which is conducting the in-house training, has also written guidance documents and templates to assist contractors and WSDOT employees in writing and reviewing the required plans.

But, since agency employees need to know how to avoid potential spill hazards when designing projects – and also need specific knowledge for judging whether contractors' SPCC plans are realistic and complete – the spill prevention classes were launched by EAO.

Led by EAO's Allison Ray and Melany Vorass, the two established classes are:

Module 1: "Introduction to Spill Prevention – the Basics" – covers such topics as relevant laws and regulations, identification of potential spill sources and basic spill prevention strategies. In the event a spill occurs anyway, the class also covers reporting requirements and how to handle the incident.

Module 2: "SPCC Plan Reviewers Training" – gives participants the information necessary to review the completeness of SPCC Plans submitted by contractors. The course includes hands-on exercises reviewing previously submitted SPCC Plans.

Here is the schedule of the next classes available:

Module 1: "Introduction to Spill Prevention – the Basics" (BQG)

- January 18 – Spokane (BQG-1138)
- January 23 – Olympia (BQG-1137)
- February 13 – Ellensburg (BQG-1139)

Module 2: "SPCC Plan Reviewers Training" (BYZ)

- February 7 – Vancouver (BYZ-1106)
- February 20 – Tumwater (BYZ-1109)

For additional details and registration information on the Module 1 and 2 classes, WSDOT employees should check this website:

www.wsdot.wa.gov/eese/environmental/hazMatWatQual/haz_training.htm

To round out the training, a third class is being developed. Module 3: "Compliance Training" – will instruct participants in performing a compliance audit to ensure that a contractor's SPCC Plan is actually being carried out.

This third class should be available in Fall 2001," said Ray.

Interested WSDOT staff may also call EAO's Allison Ray at (360) 570-6649 or Melany Vorass at (360) 570-6658 for information. •

Huge state survey

(continued from page 1)

- Established 140 geodetic positions on new and existing survey monuments they verified.

It all has to do with WSDOT's Primary Reference Network (PRN), a high-quality geodetic survey network that will eventually blanket the entire state. GSS already has achieved complete coverage of Spokane, Stevens, Pond Orielle and Kitsap counties – as well as parts of Grays Harbor, Pierce and Pacific counties.

"The department's PRN provides a higher level of accuracy and greater density of control points in Washington than the federal GPS service – the High Accuracy Reference Network (HARN)," explained Kurt Williamson, PRN Project Manager.

PRN stations are about seven miles apart. HARN stations are about 20-30 miles apart.

The other good aspect of the project was the partnership that cut WSDOT's cost in half – and made it possible for a federal agency to accomplish a survey project that it needed to do.

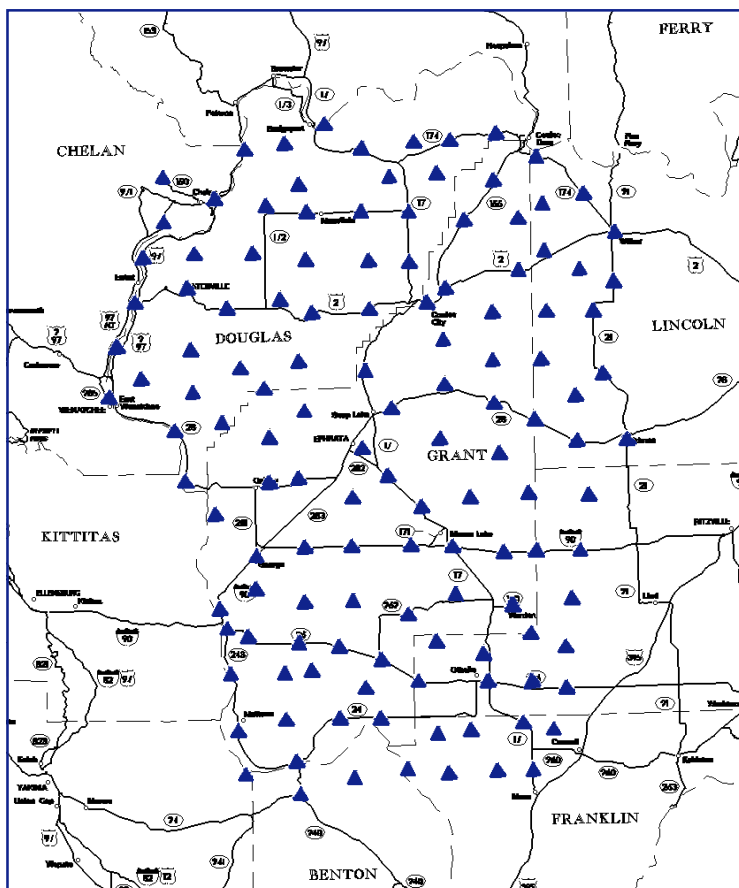
The U.S. Bureau of Reclamation (USBR), which absorbed half the expenses, was able to follow right behind the WSDOT team last summer to verify township corners necessary for land

management in its Columbia Basin Project. (This is known as a cadastral survey.)

When asked who deserves credit for the recent landmark survey, Iverson quipped, "Our whole survey team from Williamson's office was out there in remote places with all the

bugs, snakes and other creatures at the height of the hot season."

Making it a dozen WSDOT surveyors, noted Iverson, was a hardworking, "full of energy" volunteer from Northwest Region's Right of Way Preparations Office, Surveyor Tracy Timm.



This graphic illustrates the abundance of Primary Reference Network monuments established in the 60-mile by 100-mile survey project area.

Les Dowers was the Bureau's Project Manager. The Department of Natural Resources, which also is looking for more accurate land management information, added two more professionals for the field work.

There was even county participation, with Grant County providing Job Corps workers to handle support tasks.

What's next for developing the Primary Reference Network?

If funding becomes available, Williamson said, GSS wants to add the next level of accuracy for the segments of the state covered by the department's Northwest and Southwest Regions.

Iverson admitted that he has another partnership hope in mind. "I'd like to see us do a partnership with Oregon to do the Columbia River Gorge."

Referring to the strong current usage of WSDOT's Survey Monument Database on the Internet, Iverson said, "When this new survey information is added to the database, it's bound to increase the current 1,000 professional users a month."

The web address for the database is: <http://www.wsdot.wa.gov/monument>

South Central Region Maintenance team’s post punch wins department’s 2000 Build a Better Mousetrap award

The Delineator Post Punch, built by Errol Rhode and Jimmye Crawford of WSDOT’s South Central Region (SCR) Maintenance in Yakima, has been voted best idea by a public agency and the winner of the 2000 Build a Better Mousetrap Award.

Roy Gilliam, Lead Tech, and Maintenance Techs Joel F. Havlina and Jim Crownover from SCR’s Pasco shop demonstrated the dilineator at the Pacific Northwest Transportation Technology Expo 2000 last fall.

The SCR Team received their award, which is the first-ever Build a Better Mousetrap Award winner, in a special event at SCR’s headquarters in Union Gap December 7.

It was presented by Paula Hammond, Assistant Secretary for Highways & Local Programs Service Center, and Dan Sunde, Director of the Washington State Technology Transfer Center (WST2). The Build a Better Mousetrap Award was sponsored by the WST2

Center and Washington Partnerships for Quality Transportation (WPQT) to acknowledge creative ideas that promote work efficiency, cost reduction and improvements in transportation quality.

So, how did this invention come to be?

In years past, delineators were driven by hand – which was slow, backbreaking work that limited productivity.

Tom Root, Maintenance Supervisor for the East Selah Area at the time, noticed workers in a vineyard driving posts with a machine mounted on a tractor.

He bought one and used it for installing delineators, but the device, center-mounted on a tractor with a three-point hitch, had drawbacks. The holes were not vertical, as one tractor wheel was usually in the ditch.

SCR mechanics Don Remily and Howard Ocobock worked up an I-beam mount for the post punch on the front of a dump truck that used the truck’s hydraulics as a



Photo by Dan Sunde

Inventive South Central Region Maintenance have just been awarded the 2000 Build a Better Mousetrap Award. Taking part in the Union Gap event are: (left-right) Mike Kukes, Joel Havlina, Jim Crownover, Tom Root, Roy Gilliam, SCR Administrator Leonard Pittman, Errol Rhode, Assistant Secretary Paula Hammond and Jimmye Crawford.

carrier of the post driver as it moved to the left and right. Their original invention is still in use.

Rhode and Crawford improved the mounting attachment to WSDOT’s dump trucks. The ingenious duo designed a double-knuckle boom to replace the

original three-point I beam mounting assembly. This mechanism allows it to swing on a center point pivot on a standard snowplow frame.

The punch can swivel from the left side of the truck to the right side, greatly improving its usability.

They then tied the hydraulic system of the punch into the snowplow’s hydraulics system.

The result was a labor-saving piece of equipment that reduces injuries, saves time and is very flexible.

According to Gilliam, Havlina and Crownover, it works great in all types of terrain - including clay and rocky soil.

How does it work? Basically, it works like a mini pile driver. It hydraulically lifts a steel blade and drives it into the ground, leaving a slotted hole into which a delineator is inserted.

It usually only takes one or two punches to get the hole to the proper depth. The punch drew a lot of attention at the Expo – and was voted “best” of the Better Mouse-trap ideas.

Crawford and Rhode said they are willing to discuss the details with anyone who wants more information. They can be reached at (509) 575-2575. •

Ultimate Purchasing System on horizon for department

By Grace Eubanks

The Department of Transportation will be one of the first state agencies to pilot an electronic purchasing system that’s expected to save time – and taxpayer money.

Called The Ultimate Purchasing System (TUPS), it will be a complete end-to-end Internet-based purchasing system.

An end-to-end process means that engineering managers and managers of state facilities can order products and services online and complete the payment process, as well. It’s similar to private sector e-commerce operations in which customers can select items they wish to purchase online and pay for them electronically.

Now being tested by Washington State government which has won national awards for its many conversions to electronic processes, TUPS is scheduled to be launched as a pilot program in WSDOT’s Northwest Region and Washington State Ferries division.

With WSDOT headquar-

ters (Olympia Service Center) also a potential pilot site, TUPS should go online for the department early in 2001, likely around March.

“The ultimate vision we have for this system,” said Dennis Norton, TUPS Pilot Project Manager in Olympia, “is that a purchase will be created on the Internet, receipt of the goods will be

indicated on the Web and a payment initiated. This will significantly reduce duplication of data entry and overall processing time.”

Another objective of TUPS is to generate lower costs through the state’s volume discounts. •

Survey: Readers endorse EX•PRESS content and style

Both EX•PRESS readership audiences (internal and external) endorsed the work being done by the transportation newspaper.

EX•PRESS conducted two surveys in September-October – an online (e-mail) survey for internal readers and a mail-back survey for external readers.

Here are some of the things we learned:

High readership
General public
91% - Read part or all of every edition or most editions
7% - Read some editions
2% - Read no editions

WSDOT staff:
87% - Read part or all of every edition or most editions
12% - Read some editions
1% - Read no editions

Helps readers understand WSDOT better
General public
91% - Yes
4% - No
5% - Don’t know

WSDOT staff
86% - Yes
2% - No
12% - Don’t know

Like writing style
General public
93% - Yes
3% - No
4% - No opinion

WSDOT staff
81% - Yes
4% - No
15% - No opinion

Five favorite items (Internal readers)
56% - Sid Morrison’s column about what’s happening in the Department, Legislature, etc.
48% - News about my Region, mode or work discipline
45% - Upward & Onward (the promotions & retirements)
44% - About you (job-well-done recognition)
41% - News of what’s going on with those who hold WSDOT’s purse-strings (the Legislature)

Five favorite items (External readers)
81% - News about WSDOT work projects
62% - Just keeping up with transportation issues in Washington
60% - News about short- and long-range plans for the

transportation system
32% - News about WSDOT people and their work
26% - Standing features (Sid Morrison’s commentary, kudos, etc.)

Break-down of EX•PRESS external readership reflects population density around the state
36% - Northwest Washington
35% - South Puget Sound & Olympic Peninsula
10% - Southwest Washington
10% - Eastern Washington
5% - South Central Washington
4% - North Central Washington

More coverage
In the “more coverage” category, the most frequent request by WSDOT staff was for features highlighting the work of individual employees. External readers’ top request was more stories on finished WSDOT projects, showing where the money is spent.

Not to their liking
We wouldn’t feel like we were a newspaper serving people with a wide array of backgrounds and interests and living in many different locations - if all readers

agreed with each other - and found everything in the publication to their liking.

That’s why, now that we’re in our seventh year of publishing, we asked all of you what you think – so we could learn and adjust the balance, as needed.

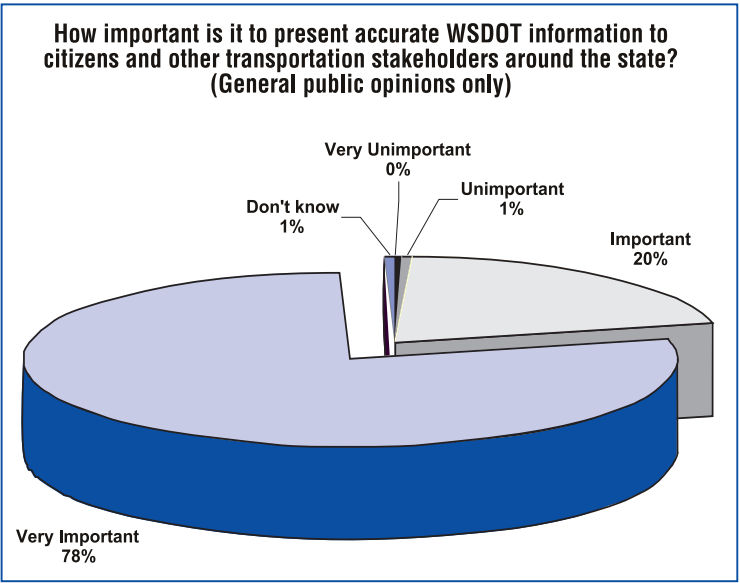
Yes, there was scattered criticism, both specific and general. We thank you for those comments and will heed them.

The one that struck us most, however, was the reprimand by seven readers (6 internal and 1 external) that we sound too positive

about WSDOT’s work and its people.

Bottom-line
Bottom-line, we appreciate all of you who took the time to answer the surveys. And, we’re grateful to all of you – inside and outside the Department of Transportation – for the endorsement. We especially appreciate the five words that were by far the ones most frequently written on the comment line – “Keep up the good work.” Thank you.

The Editor



CONNECTIONS

Transportation folks show their giving nature in clever CFD events



Photo by John Darin

Yes, this charming quartet are WSDOT employees. They've just assumed alter-egos for laughs – and a good cause, charity. The winners of the Combined Fund Drive Halloween Costume Competition at the Olympia Service Center are: (left-right) Clowns Joyce Norris and Deb Gregory (Look-alikes Category); "Frankenstein's Bride," Melany Vorass (Most Spirited Category); Mighty Hunter Cindy Hadfield (Funniest Costume Category); and (please note the photo that Joyce is holding) "Big Bird" Harvey Kaufman (Best Dressed Manager Category).

As in the past, the 2000 Combined Fund season brought out the inventiveness and generosity of WSDOT employees.

Here's a round-up of CFD efforts in WSDOT Regions around the state:

In Spokane, the Transportation Equipment Fund (TEF) crew volunteered to stage a late-season barbeque. Everyone at the **Eastern Region** headquarters building was welcome to come – they just had to pay for their lunches.

And, CFD coordinator Joe Chatterton reported that, to further entice diners, the TEF crew organized a "show and shine" exhibit of classic cars owned by Eastern Region (ER) employees.

More dollars were collected for charity with a water-balloon toss competition. "Participants paid for water balloons, which they shot at a target using surgical tubing. If you hit the target, you won a prize," said Chatterton, who's served as ER's Combined Fund organizer for several years.

South Central Region has a delicious tradition – homemade soup. CFD Coordinators Bev Dahl and Janet Kinney said their annual Soup Day collected even more contributions than in past years. Probably this was due to the fact that the organizers realized they had been missing a good bet.

"In the past, it was Regional Administrator Leonard Pittman and his staff who each brought a pot of homemade soup – which we sell for \$1.50 per bowl," said Dahl. "It's become so popular that we've run out of soup in the past couple years. So this year, we asked the RA's direct reports to participate as well.

"We had 15 pots of soup this year – and ended up making more money than ever before."

SCR's second charity fundraiser, a bake sale, also

was a grand success. "We had so many goodies donated this year that it went on for three days," said Dahl.

Two good reports from **Olympic Region** (OR). The first from OR's **Port Orchard Project Engineer and Maintenance Facility**.

The Port Orchard team contributed more than \$722 to the CFD – through a combination of lunches, a used book sale, a paper airplane contest – and the liveliest idea, a "Kiss the Pig" event.

Engineering and maintenance staff voted (with money) for who they wanted to see kiss the pig.

"Farmer George's of Port Orchard nicely supplied the little piglet to be kissed," reported Judy Schillereff, one of the facility's CFD coordinators. Barb Griffey was the other half of the CFD team.

"I think that Gene Greenfield, Maintenance Supervisor for Port Orchard, and the little pig really bonded," said Schillereff.

In addition to planning the event, Griffey and Schillereff also gathered a lot of votes and both ended up kissing the piggy (though one of them with reluctance.)

Schillereff continued, "The two offices had set a goal this year of \$500 to raise, which would be \$60 more than last year. So, the \$722 was really an overwhelming amount for our office to raise."

At the **Olympic Region headquarters** in Tumwater, they raised a notable total of \$4,500 – and, \$2,621 of that came from their popular Silent Auction. "Items were donated by employees and local businesses or purchased by various offices," reported Ann Briggs. Not only did the highest bidders get the item they sought – they also were awarded prizes for their generosity at OR's charity luncheon.

"Many of the offices have become very creative in

putting together gift baskets of varying themes for the auction," noted Briggs. "There were baskets featuring everything from car care kits, doggie delights, to Northwest treats, to hot peppers and an Evening of Romance."

Washington State Ferries raised CFD donations through a Halloween Costume Contest and Chili Cook-off, with WSF leadership providing the cornbread, beverages and desserts.

WSF overcame its challenge of scattered staff by a careful plan for costume judges to visit every employee who wanted to participate, no matter the employee's location. (For safety reasons, on-duty ferry crews were excluded.)

Even though WSDOT's **Southwest Region** was quite occupied with moving its whole headquarters staff into a new building – they didn't shunt aside their CFD conscience. CFD Coordinator Ken Hash said, "We figured it would have to be something low key, because everyone was so disrupted."

But, guess what? Hash's idea for a simple "guess the number of pieces of candy in the jar" competition netted more money than previous years' events.

Hatch chuckled as he reported that it was our popular Transportation Commissioner for Southwest Washington, Ed Barnes, who walked off with the prizes (all the candy, plus a WSDOT shirt).

The proceeds, by the way, went to SWR's special cause, the Sam Williams Family Education Fund.

WSDOT's **Northwest Region** – the agency's largest Region – put together a multi-event CFD campaign to match its size. Here's a report from one of NWR's Combined Fund Coordinators, Robert Bean:

This year's NWR drive coordinators (who were Michael Carpenter, Bill Wells and Bean) went for a larger participation in CFD. The events not only gathered more contribution forms (individuals pledging to specific charities) – but also brought in \$2,056 in cash donations for charities.

The events held included:

- A potluck for NWR's Traffic Office (\$90 going to NW Harvest Fund);
 - A drawing in Matt Preedy's Construction Office (\$215 going to Make-A-Wish Foundation);
 - A drawing of two additionally donated grocery gift certificates; and
 - A resource fair where NWR staff had an opportunity to talk to representatives of 13 charities. The event included a book sale, a bake sale, a plant sale and a silent auction.
- Bean's bottom-line comment: "The support our

Region has shown is never surprising – but always overwhelming to see, year after year."

Taking advantage of the cleverness of **Olympia Service Center** staff – and the skills of John Darin (Print Services) and his digital camera – OSC's coordinator, Joanne Edwards, cooked up a photographed costume contest which was a definite success.

Here's how it worked: Costumed employees went to Darin's photo shop during the morning of October 31, for a photograph to be pinned to a "vote for your favorite" display.

When voting was closed down, the winners were the clever folks shown in the accompanying photo – and state charities received the \$297 in proceeds.

OSC also raised contributions through a used book sale – and a bake sale organized by Russ Farley.

WSF talks safety at 'floating' Exchange

By Grace Eubanks

"Delicious" and "floating" aren't adjectives you'd normally use to describe a WSDOT Quality Exchange, but Washington State Ferries' event was definitely both – and more.

It was "floating" because WSF has an advantage when it comes to picking meeting places. It's helpful to own a lot of ferries – with ample room for group events. The

November 30 Quality Exchange (QE) was held aboard the *MV Nisqually*, moored at Eagle Harbor.

The "delicious" was thanks to the two gents in the photo on this page.

The real value of the QE, however, was the information on successful safety improvement work.

Please turn to page 11



Photo by Grace Eubanks

These two smiling gents are the reason that there were a lot of other people smiling at the recent WSF Quality Exchange. Sitting by a table filled with fresh-baked delicacies, Chief Engineer of the *MV Nisqually*, Michael Fagerness (left), and "Chef" Evangelos Nicolaidis, saw to it that guests felt welcome.

InfoLink - will return next edition

Correction:

In the last InfoLink column (November 2000 EXPRESS) an incorrect web address was given. The website for films and videos available to state employees who have State Library cards is:

www.statelib.wa.gov/dbcentral/dblogon.htm.



WSF Exchange

continued from page 10)

Safety was the overall theme of the afternoon organized by Gary Baldwin, WSF Acting Chief Operating Officer, and his team.

Taking part in the Exchange were Secretary of Transportation Sid Morrison, Deputy Secretary of Operations Gerry Smith, Deputy Secretary for Policy Gretchen White and Ferries’ employees from various offices.

WSF has an excellent reputation for safety and, as Baldwin noted, the Exchange was “an opportunity for WSF to share what we are doing toward improving WSF safety processes, policies and procedures in order to continue our outstanding safety record.”

- Presentations included:
- An overview of Structured Teams, which included a report by Port Capt. Tim Saffle and Capt. Gary Fredback on a WSF/US Coast Guard Crew

- Endurance Study to measure fatigue levels and the effects on crew performance;
- Safety systems coordination, presented by WSF’s new Safety Systems Manager, Scott Davis; and
- Fleetwide crew training that will be rolled out in about a month to comply with Subchapter W (US Coast Guard regulations) regarding the best methods for evacuating passengers in emergencies. Cliff Hill, WSF Maintenance, and Tina Stotz, Environmental & Permitting Manager, also showed a film of a recent passenger evacuation test using the MV Walla Walla and MV Evergreen State.

The proud finale for the day was the presentation of WSF and US Coast Guard commendations to the crew of the MV Kitsap for saving the lives of two fishermen. (See story and photo on page 3).

about YOU

In the recent EX•PRESS survey, you asked for more “unsung hero” stories - more talk about department people working quietly behind the scenes, doing nice things. Well, here’s a good one...



A Tacoma Narrows Bridge that everybody loved.... As far as his official job description was concerned, he could have just shown up at the 50th Birthday celebration of the Tacoma Narrows Bridge (the current one, built after Galloping Gertie went down) and been a friendly and smiling

representative of the department. But, John Heinley (Transportation Economic Partnerships Research Program Manager) doesn’t do things that way. John makes no bones about the fact that he’s thrilled to be assigned the responsibility of documenting the status of the current TNB and the building of a twin bridge.

That’s why the magnificent centerpiece at the birthday celebration at the history museum in Gig Harbor on October 14 was the edible span shown in the photo above - and it was produced by one employee, investing a lot of his personal time. First he constructed the bridge framework to put the cake onto out of popsicle sticks. That took some time.

Then, he started baking. It took 21 cakes (9“x13” each), baked over about a week and a half (about two per night) and then frozen. Icing the cake required six cans of blue frosting, about 1-1/2 cans of green frosting and one can of caramel frosting, with a little white frosting to swirl around the piers to simulate the tide coming in. “I then used brown sugar to simulate the sand on the shores,” reported John, “and topped that with crushed graham crackers. I then applied granola to the Tacoma side, with the railroad, to act as ballast for the railroad. I used a pressurized can of green frosting to simulate bushes.” Whole set-up time was about 2 hours.

Heinley jokingly said his degree from St. Martins is in civic and transportation engineering, “with no experience in bridge design, except the popsicle kind.”

You have no idea... how much I appreciate (the Stevens Pass) camera, messaged an out-of-country fan to the Ombudsman Office. “I am a temporarily transplanted Seattleite (skier and Mountaineer) who is living in Saskatchewan... This cam encourages me when I’m not at home.”

Distinguished Service Awards...have recently been bestowed on three deserving WSDOT maintenance staffers. Honored at the 38th Annual Road and Street Maintenance Supervisors’ Conference in Spokane were: Sid Simon, Maintenance Tech II, North Central Region, Ernie Reller, Lead Maintenance Tech, Pomeroy, South Central Region and Barbara Buehler, Maintenance Lead Tech, Eastern Region. Congratulations!

“Capable of wonderful things”... that’s just one of the kudos that State Design Engineer Brian Ziegler e-mailed to Deb Regester, OSC Print Services Manager, who treats both customers and staff very well. “Because of the great customer feedback I routinely get about Print Services, I knew you and your staff were capable of wonderful things. But little did I know that your secret to customer satisfaction was a well cooked turkey!,” said Ziegler, “I understand your staff has been working long hours, even over the holiday week, to print crucial project advertisement documents for the Regions. I know the Regions appreciate your dedication to customer satisfaction, but I wonder if they know how hard you worked to keep the workers working ... Getting up at 4:00 a.m. to cook a full course turkey dinner for your staff? And, delivering it to them in their workplace? Well, that above and beyond the call, Deb. I won’t even mention the “holiday aroma” our contract plans will now possess ... Our customers will be ecstatic!”

Kentucky sent glowing kudos for the Seattle traffic-flow map... and, when asked who should get the credit, Matt Beaulieu (NW Region Freeway Operations) answered: “I believe that the credit for that portion of our webpage belongs to Greg Leege, Michael Forbis and Wayne Szydtowski. Michael wrote the software that generates the traffic maps, snapshots and creates the incident page. He is also a driving force as we look for ways to improve the site, providing direction as well as technical knowledge. Greg works to ensure that the webpage remains a useful public service and that it provides the most up-to-date information available. His work has ranged from development of new features, to decisions about look and feel, to the continuous updates required by a growing system. Wayne has been instrumental in keeping our site alive and providing the resources needed to continue to improve it. “Paul Neel, Don Vondran and I have generally filled the roles of sounding board and public relations rather than developer or day to day site manager. If credit is to be given, it should be to the trio above.” Thanks, Matt.

“Even though I wasn’t willing to sell...” wrote a lady who had worked with the Olympic Region Real Estate Office, “Paul Dole (Right of Way Agent) has been a joy to work with in this process... Please give him whatever ‘Atta-boy!’ that is available.”

Traffic Safety honor... to Transportation Engineer 2 Dina Swires (Northwest Region) who has just been presented with a Traffic Safety Achievement Award by the Washington Traffic Safety Commission for her work on Highway 20 Corridor Safety Project.

Really making a difference... in someone’s life were Northwest Region’s Transportation Engineer 3 Dongho Chang, Signal Tech 3 Jesse Roddick and Signal Tech 2 Robb Reese. A blind woman from Kent recently wrote a letter to Mark Bandy, Assistant Area Traffic Engineer for South King County to thank him and his staff for the installation of an audible crosswalk signal at the intersection of SR 515 and SE 200th Street. In her letter, the woman said she will now be able to get safely to and from the METRO bus across the street from her home. She wrote, “My world has suddenly become a lot bigger.”

The Editor

Upward & Onward

Promotions

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Michael J. Allen

Diane Avery

Osama Bankesly

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Paramvir S. Bhalla

Jodi L. Bravo

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Eric J. Sniezak

Ryan D. Stafford

Lisa M. Staley

Stephen M. Strand

Savina P. Uzunow

James S. Wege

Transp. Tech. 2

Hum. Res. Cnslt. 3

Info. Tec. App. S 4

Transp. Tech. 2

Transp. Tech. 2

Mnt. Lead Tech., BR

Transp. Eng. 2

Secretary Sr.

Transp. Eng. 2

Transp. Tech. 1

Land Designer 3

Transp. Eng. 2

WMS Band 4

Transp. Eng. 2

Bridge Eng. 3

Rest Area Att-Tr

Maint. Suprv.

Transp. Tech. 3

WMS Band 2

Transp. Eng. 2

Transp. Tech. 1

Transp. Eng. 4

Transp. Tech. 2

Maint. Lead Tech.

Info. Tech. S S 1

WMS Band 2

Transp. Eng. 2

Transp. Eng. 2

Tran. Plan Spec. 3

Fiscal Tech.

Trnsp. Tech. Eng. 5

WMS Band 1

Transp. Eng. 2

Transp. Eng. 2

Transp. Eng. 1

Sec. Admin.

WMS Band 3

Transp. Tech. 3

Transp. Eng. 2

Tran. Plan Tech. 2

Transp. Tech. 2

Transp. Eng. 2

Bridge Eng. 3

Maint. Tech. 2

Info. Tech. S S 2

Transp. Eng. 2

Transp. Eng. 2

Bridge Eng. 2

Retirements

Earl L. Bogle

Brent W. Olsen

Lawrence Shaughnessy

James K. Tobin

Rosalin A. Wilmes

ER, 22 years

NWR, 16 years

NWR, 32 years

SCR, 22 years

OSC, 11 years

Washington State Transportation Commission

Short-haul freight movement looked into as good state option

By Grace Eubanks

Being able to move freight effectively is widely recognized as an important ingredient in Washington's economic health – and a new option is being investigated by WSDOT.

It's called short-haul.

Kirk Fredrickson, of WSDOT's Public Transportation and Rail Division, reported the status of short-haul investigations to Washington Transportation Commissioners at their November meeting.

The five primary benefits include:

- Relieving traffic congestion – "It's estimated that a tractor trailer occupies the space of 6-10 automobiles," noted the Short-haul Project Manager;
- Saving highway maintenance dollars – fewer trucks on the highways means less wear and tear on the pavement;
- Reducing air pollution –

The railway intends to expand this service to New York City and Chicago in the near future.

Among the reasons the CPR *Expressway* short-haul is successful are:

- it offers 15-minute terminal turn-around times for drivers picking up and delivering trailers; and
- system for reserving (phone, fax or Internet) trailer space on a train unit – with terminal check-in



A successful example: This Canadian Pacific Railway car loaded with truck trailers is part of the successful short-haul intermodal service that Canada is expanding.

"Plainly put, we're looking at it as another way to move things through Washington," said Fredrickson.

He defined "short-haul intermodal transportation" this way: The use of two transportation modes (rail and truck) to move commodities over distances 200-700 miles.

Currently, trucks on highways carry most commodities being shipped over these distances.

One of the factors that prompted WSDOT's and the Commission's serious look into developing a state short-haul program, however, is the stark shortage of truck drivers – in Washington and across the nation.

"There's a shortage of more than 80,000 truck drivers nationally," said Fredrickson.

Another prompter for studying short-haul possibilities is the rising cost of fuel.

Then, there's a third incentive – trucks hauling heavy loads of freight tear up highways and it's a battle these days to get sufficient budget to repair and maintain the Washington State highway system.

On the plus side, Fredrickson outlined a list of benefits the state could reap by shifting a measure of freight hauling from trucks-on-the-pavement to truck trailers-riding-on-flatbed rail cars.

trains are more environmentally friendly to air quality;

- Boosting safety – lowering the roadway crowd, particularly with heavy freight rigs in the mix, would likely improve driving conditions; and
- Supporting the economy of rural areas – a new economically reasonable method (competitive with those of truck transportation) for getting state commodities produced in small markets to customers would strengthen rural economies.

When asked exactly how a short-haul intermodal system would work, Fredrickson explained that commodities would be loaded into truck trailers in their home area – and delivered to the nearest short-haul line. The trailers then would be loaded onto flatbed rail cars that are coupled into short-haul freight trains that have scheduled fast runs which approximate truck transit times between cities.

There is a successful model to emulate, added Fredrickson. The Canadian Pacific Railway (CPR) launched a short-haul pilot program in 1996 between Montreal and Toronto.

The program has been so successful that CPR expanded the service to Detroit in 2000, in partnership with the state of Michigan and city of Detroit.

done with a hand-held computer.

Fredrickson pointed out that short-haul is not a cure-all for Washington's freight movement predicament.

"There are situations in Washington that this wouldn't work for – such as the clock-sensitive, 'just in time' deliveries to companies who don't warehouse commodities.

"A way to get a short-haul system rolling is to emulate the highly successful Grain Train Program," Fredrickson said.

By providing the seed money to purchase state-owned intermodal railcars or related equipment – and leasing them to others – the initial investment could be recovered, as it has been on the Grain Train.

The Commission approved further investigation of short-haul and said it would support a formal study – if the legislature provides the funds in WSDOT's budget.

Meanwhile, the Rail Office will continue feasibility research, with Fredrickson talking to state producers to sound out their interest in this potential addition to Washington's freight-moving system.

"If everything points toward success," said Fredrickson, "we hope to launch a demonstration project in 2002." •

Forner joins Commission

Elmira Forner of Manson has been appointed to the Washington State Transportation Commission. The Chelan County resident was named by Governor Gary Locke on December 6 – and assumed her new role at the panel's December 13 meeting in Olympia.

A member of the House Transportation Committee during her five-year tenure in the Washington State Legislature, Forner also is the former director of Catholic Community Services for South King County.

Her term expires June 30, 2006.

Commission continues search for new WSDOT Secretary

Continuing its national search for selecting a new Secretary of Transportation, the Washington Transportation Commission has announced that the deadline for submitting applications is January 15.

After Secretary of Transportation Sid Morrison announced in late June his plan to retire, Chair Connie Niva said the Commission would use a timely process for finding a new executive to lead WSDOT.

Noting that the Commission is grateful that Secretary Morrison will continue to use his expertise to lead WSDOT until he hands over the reins, Commission Chair Connie Niva said, "We have major programs and projects from the supplemental budget to deliver – and can't afford to let down the advocates in the legislature who worked so hard to fill the hole left by Initiative 695." Niva also pointed out

that the Commission is coordinating with Gov. Gary Locke in the effort to find a successor to Morrison.

As they prepared to launch into their recruitment process, the Commission sounded out transportation stakeholders – including WSDOT staff – on the qualities and skills they feel a Secretary of Transportation needs.

Then, moving to the next stage, the Commission selected the firm of Ford Webb Associates to manage the process.

The current step is advertising nationally for candidates – and accepting their applications. Candidates' resumes are due January 15, 2001 to Ford Webb Associates at PO Box 645, Carlisle, MA 01741.

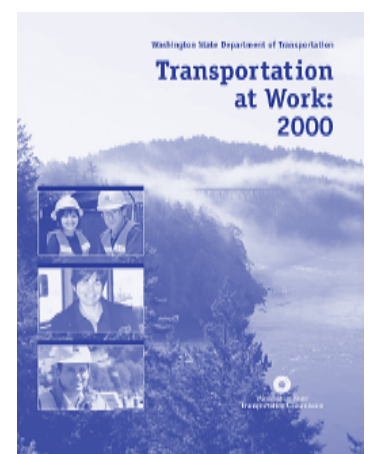
Additional information about applying can be sought by queries to: twebb@fordwebb.com

'Transportation at Work' publication now available

"Transportation at Work: 2000," a publication outlining the operation and achievements of the Department of Transportation, during the past year, is now available.

Issued by the Transportation Commission, the 36-page report highlights projects that have been accomplished around the state – and also offers background on WSDOT's financial picture.

For example, one section entitled "Making the Most of the Money We Have" includes a narrative on how the department closely monitors pavement conditions around the state. Roadways can then be repaved before they slip into poor or very poor conditions. This "least life cycle cost paving" system



saves the state maintenance dollars.

Well illustrated with photos and graphics, the report is available free by calling (360) 705-7075 in Olympia. •

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The Transportation
Commission's Internet
home page is: [http://
www.wsdot.wa.gov/commission](http://www.wsdot.wa.gov/commission)



**Upcoming
Commission meetings:**
January 17-18, 2001 in Olympia
Local meeting:
February 23, 2001 Tacoma